

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX A DETAILED TEN-YEAR PROGRAMME OF SCHEMES

1.0 Introduction

- 1.1 This appendix supplements table 5.2 in chapter 5, and sets out the tentative programme of transport schemes the council has proposed to deliver for a ten-year period from 2006 to 2016.

A 'Programme' is a timed and costed delivery plan that brings together all the council's schemes for a ten-year period

'Schemes' are individual transport measures, projects or activities that the council will undertake as part of its delivery programme

- 1.2 It is important to emphasise that this ten-year programme is not a detailed bidding document, but rather provides an indicative outline of the schemes for which the council will seek funding in years to come. There is no guarantee that funding will be able to be secured.
- 1.3 In addition, before any of the proposed programmes are implemented, the council will engage with and consult the local community to ensure that each project reflects their transport needs.
- 1.4 Please note that the programmes and schemes listed below are not in priority order with respect to delivery dates, financial support or level of importance.

Table A.1: Highways Infrastructure

Location/Project	Estimate Cost (000's)
Principal Roads	
Total Principal Roads	11,150
Local Roads	
Total Local Roads	28,650
Drainage	
Total Drainage	9,000
Street Lighting	
Revenue commitment – Street Lighting	10,700
PFI - Street Lighting	9,100
Street Lighting feature lighting	4,000
Total Street Lighting	23,800
Total Highways Infrastructure	72,600

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Table A.2: Bridges & Structures

Location/Project	Estimate Cost (000's)
Bridges & Structures	
Clerkenwell Bridge	1,200
Network Rail & LUL Structures	8,200
Islington Structures	1,100
Total Bridges & Structures	10,500

Table A.3: Traffic Calming in Residential Areas

Location/Project	Estimate Cost (000's)
20mph Zones	
Bunhill Ward 1	350
Bunhill Ward 2	350
Caledonian Ward 1	200
Caledonian Ward 2	250
Caledonian Ward 3	200
Canonbury Ward 2	100
Clerkenwell Ward 2	350
Clerkenwell Ward 3	200
Finsbury Park Ward 3	150
Finsbury Park Ward 4	300
Highbury East Ward 1	250
Highbury East Ward 2	200
Highbury East Ward 3	350
Highbury West Ward 1	350
Highbury West Ward 2	350
Hillrise Ward 1	350
Hillrise Ward 2	150
Holloway Ward 1	300
Holloway Ward 2	150
Holloway Ward 3	150
Holloway Ward 4	150
Junction Ward 1	150
Junction Ward 2	100
Junction Ward 3	350
Moray Road 20 MPH Zone	250
St George's Ward 1	200
St George's Ward 3	150
St Mary's 20 MPH Zone	250
Tollington Ward 2	350
Total 20mph Zones	7,000

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Table A.4: Local Safety Schemes

Location/Project	Estimate Cost (000's)
Total Local Safety Schemes (BSP)	3,250

Table A.5: Safer Routes to School

Location/Project	Estimate Cost (000's)
Safer Routes to School	
3 Schools Clusters PA for 10 years	2,750
Total Safer Routes to School	2,750

Table A.6: School Travel Plans

Location/Project	Estimate Cost (000's)
School Travel Plans	
Establishing School Travel Plans 20 schools PA for 4 years	400
Maintaining & Monitoring School Travel Plans 62 PA for 10 years	1,400
Total School Travel Plans	1,800

Table A.7: Road Safety Education and Training

Location/Project	Estimate Cost (000's)
Total Road Safety Education and Training	920

Table A.8: Travel Awareness

Location/Project	Estimate Cost (000's)
Travel Awareness	
Travel Plans Promotion	350
Good Going Projects	250
Total Travel Awareness	600

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Table A.9: Accessibility

Location/Project	Estimate Cost (000's)
Accessibility Projects	
Total Accessibility Projects	800
Removal of Barriers to Walking including Pedestrian Crossing Programme	
General Walking Audit Programme	140
East Area Route 1 - Mildmay	85
East Area Route 2 - Highbury West	85
East Area Route 3 - Highbury East	85
East Area Route 4 - Finsbury Park	85
North Area Route 1 - St Georges	85
North Area Route 2 - Tollington	85
North Area Route 3 - Hillrise	85
North Area Route 4 - Junction	85
South Area Route 1 - Canonbury	85
South Area Route 2 -St Peters	85
South Area Route 3 - Clerkenwell	85
South Area Route 4 - Bunhill	85
West Area Route 1 - Barnsbury	85
West Area Route 2 - Caledonian	85
West Area Route 3 - Holloway	85
West Area Route 4 - St Mary's	85
Total - Pedestrian Crossing Programme	1,500
Total Accessibility	2,300

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Table A.10: Walking

Location/Project	Estimate Cost (000's)
Pedestrian Route Improvements	
North Islington Walking Route	150
New River Walk	150
East Area Route 1 - Mildmay	100
East Area Route 2 - Highbury West	100
East Area Route 3 - Highbury East	100
East Area Route 4 - Finsbury Park	100
North Area Route 1 - St Georges	100
North Area Route 2 - Tollington	100
North Area Route 3 - Hillrise	100
North Area Route 4 - Junction	100
South Area Route 1 - Canonbury	100
South Area Route 2 -St Peters	100
South Area Route 3 - Clerkenwell	100
South Area Route 4 - Bunhill	100
West Area Route 1 - Barnsbury	100
West Area Route 2 - Caledonian	100
West Area Route 3 - Holloway	100
West Area Route 4 - St Mary's	100
Pedestrian Improvements environs of Farringdon Station	100
Total Route Improvements	2,000
Streets for People	
SFP - EC1 New Deal	1,500
SFP - Caledonian Park	1,150
Streets for People development programme	5,350
Total Streets for People	8,000
Town Centres	
Angel Town Centre	1,000
Highbury Corner	1,500
Nags Head	1,500
Archway	1,500
Total Town Centres	5,500
A1 Borough	
A1 Borough Flagships	45,000
A1 Borough Liveability	10,800
Total A1	55,800
Regeneration Schemes	
Safer Routes to Public Transport	5,000
Total Regeneration	5,000
Total Walking	76,300

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Table A.11: Cycling

Location/Project	Estimate Cost (000's)
Local Cycling	
Programme of ensuring works at ATS junctions to include ASL's.	50
Local Cycle Routes North	1,000
Local Cycle Routes South	1,000
Local Cycle Routes East	1,000
Local Cycle Routes West	1,000
Cycling - End of Trip Facilities	370
Cycle Parking	50
Cycle Training	130
Total Cycling	4,600
London Cycle Network Plus (LCN+)	
LCN+ CRISP Studies	150
LCN+ NE1	100
LCN+ NE2	150
LCN+ NE9	100
LCN+ NE7	100
LCN+ Seven Stations (Route 0)	200
Link 106	600
Link 108	650
Link 109	550
Link 110	350
Link 111	200
Link 114	400
Routes 8, 7 and 36	350
Total LCN+	3,900
Total Cycling	8,500

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Table A.12: Bus

Location/Project	Estimate Cost (000's)
Bus Priority	
Route 236	50
Route 393 - Route extension from Nag's Head to the Whittington Hospital	50
Bus Lane enforcement Info Leaflets	25
Route 153 & 274	90
Routes 19,38 & 341	200
Borough Bus Lane Review Programme	140
Route 134	30
Route 38	60
Routes 4, 236, W3, C11, 153/274, 38, 17	1,200
Routes 4, 236, W3, 38, 91	1,100
Routes 38, 30, 277, 271, 274, 210, 91, 41, W7	3,300
Routes 134, 19, 55, 390, 30, 277, 271, 274	1,050
Routes 73, 17, 153, 134, 19, 55, 390	1,100
Routes 4, 210, W3, 236, 73, 17, 153	1,000
Routes 91, 41, W7, 4, 210, W3, 236, 38	1,100
Routes 30, 277, 271, 274, 91, 41, W7	1,100
Route 393 - Route extension	325
Development of a new Night Bus Service linking North London Line Stations	525
New East West Bus Link from Camden, through King's Cross Central and Islington, to Hackney	605
Feasibility and Modelling of Islington's Busy Bus Routes (8 Roads)	250
Total Bus Priority	13,300
Bus Stop Accessibility	
BSA - St. Pauls Road.	10
BSA - Goswell Road	20
Routes 236, C11, 17, 38	210
Routes 38, 91,41	250
Routes 210, 91, 41, W7	210
Routes 30, 277, 271, 274	200
Routes 134, 19, 55, 390	250
Routes 73, 17, 153	200
Routes 38, 236, 4, W3	200
Routes 210, 91, 41, W7	200
Routes 30, 277, 271, 274	250
Total Bus Stop Accessibility	2,000
Total Bus	15,300

Note: The Bus Priority and Bus Stop Accessibility programmes have been developed on a yearly delivery cycle. The list above does not indicate priority order. This programme is based on TfL's 'whole route' approach to bus route improvements.

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Table A.5: Safer Routes to School

Location/Project	Estimate Cost (000's)
Station Access	
Station Access Development programme	1,500
Total Station Access	1,500

Table A.11: Cycling

Location/Project	Estimate Cost (000's)
Controlled Parking Zones	
CPZ Review - Hillrise East	250
CPZ Review - Hillrise West	1,750
CPZ Review - Holloway East	250
CPZ Review - Junction South	250
CPZ Review - St George's North	250
CPZ Review - St George's South	250
CPZ Review - Tollington	250
CPZ Review - Tollington Park	250
CPZ Review - Match Day parking scheme	250
Business Parking Reviews	200
Borough-wide CPZ Reviews	7,265
Study of application of CPZ signing regulations	35
Total Controlled Parking Zones	11,250
Parking Enforcement	
CCTV Cameras	4,500
New Carpound	3,500
Parking Shops	2,000
Total Parking Enforcement	10,000
Total Parking	21,250

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Table A.15: Environment

Location/Project	Estimate Cost (000's)
Total Environment	2,400

Table A.16: Freight

Location/Project	Estimate Cost (000's)
Freight	
Freight management schemes	460
Freight Quality Partnership	40
Total Freight	500

Table A.17: Taxis and Private Hire

Location/Project	Estimate Cost (000's)
Total Taxis and Private Hire	20

Table A.18: Local Environmental Measures

Location/Project	Estimate Cost (000's)
Total Local Environmental Measures	3,200

Table A.19: People Friendly Streets

Location/Project	Estimate Cost (000's)
Total People Friendly Streets	10,000

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APPENDIX B PARTNERSHIPS AND COMMON STATEMENTS

I.0 Central London Partnership – Led by Royal Borough of Kensington & Chelsea

[Source: CLP 2005/06 BSP]

Background

- 1.1 CLP acts as a facilitator and coordinator, bringing partners together to achieve change to improve central London as a place to live, work, invest and visit. CLP's intends to progress strategic schemes that are sub-regional in nature, have potential to deliver benefits across a wider area of central London or make a best value use of resource through a consistent cross-boundary approach.

Objectives

- 1.2 The focus is on an interlinked series of interventions that are designed to contribute to:
- An increase in the number of people walking, cycling and using other sustainable forms of transport in central London and to address, wherever possible, the deterrents to use these;
 - A reduction in dependency on the car, with associated benefits for air quality and safety on the streets;
 - Addressing problems of social inclusion by tackling some of the transport related causes and meeting the needs of some of the less visible sectors of society;
 - Bringing about better conditions for walking in central London by contributing to an improved physical environment and public realm, which in turn helps to create both more, and also more equitable economic opportunities;
 - An increase in the number of employees cycling, and an associated improvement in their business's cycling infrastructure.

Commitment to the CLP Project

- 1.3 CLP schemes engender a consistent approach to problem resolution and contribute to ameliorating both the existing problems and the impact of London's proposed growth. The schemes address walking, cycling, car share and car club initiatives, with particular reference to joint working with business where appropriate. The projects are cross-borough strategic in order to develop a consistent approach to scheme identification, development and implementation and to champion emerging 'best practice'.

Co-ordination with Other Authorities

- 1.4 Further partners, including the Royal Parks, The Crown Estate and English Heritage, on the walking projects and London Cycle Campaign, Sustrans and business representatives of the cycling projects, have also been invited to participate in the development and implementation of ideas to promote and assist transport initiatives in central London. TfL is also included in several steering groups, for instance, for walking to ensure co-ordination is achieved and overlaps avoided and the TLRN is considered as an integral part of the network.

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- 1.5 The groups formed for each form of transport have adopted formal management structures and developed detailed scheme selection procedures. The procedures will help identify those proposals that are likely to help achieve the objectives, and priority actions, set out in the Mayor's Transport Strategy.

2.0 A Cross London Partnership for Strategic Walking Routes in London – Led by Corporation of London

[Source: The Strategic Walk Project]

- 2.1 The London Borough of Islington is a partner in the Cross London Partnership for Strategic Walking Routes in London, which is being managed by the Corporation of London as lead Borough.
- 2.2 Works carried out through this partnership will be complimentary and additional to the other works relating to walking contained in the London Borough of Islington submission.
- 2.3 This project is London-wide and will complete and promote the six strategic walking routes. These are the London Outer Orbital Path, the Capital Ring, the Thames Path, the Jubilee Walkway, the Green Chain Walk and the Lee Valley Walk.
- 2.4 This project is London-wide and will complete and promote the six strategic walking routes. These are the London Outer Orbital Path, the Capital Ring, the Thames Path, the Jubilee Walkway, the Green Chain Walk and the Lee Valley Walk.
- 2.5 The London Borough of Islington is committed to completing and promoting the six strategic walks and where the Borough has responsibility for maintaining these routes the Borough will continue its maintenance duties following the completion of any works.

3.0 London Bus Priority Network – Led by London Borough of Bromley

[Source: LBPN 2005/06 BSP]

Background

- 3.1 The London Bus Priority Network (LBPN) was originally an 875km network of borough roads across London that complemented the Priority (Red) Routes. It was developed in 1994 by the 33 London boroughs and London Transport who jointly developed in liaison with the Government Office for London (GOL) and the then Traffic Director for London, a cross boundary bus network for the whole of London. From 2003, the LBPN now covers all borough roads that carry buses.

Policies

- 3.2 The strategic policies for the London Bus Priority Network that were put in place at the outset remain broadly the same, pending the emerging Bus Priority Implementation Action Plan (2004-2011) Strategy. These policies are as follows:
1. All the routes in the network would be studied with the objective of introducing bus priority and/or other traffic management measures which seek to improve safety and to free bus operations from the impact of traffic congestion along (and across) the network of routes to achieve improved reliability and a reduction in overall bus journey times.

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The measures would need to be consistent with the Mayor's Transport Strategy, UDP policies and Traffic Management and Parking Guidance, seeking to provide an appropriate balance between the needs of existing and potential bus passengers, businesses, frontages, pedestrians, pedal cyclists (including the 1000 mile strategic cycle network where appropriate) and the related environment.

2. The network includes many categories of roads, which would complement the Transport for London Road Network (TLRN), formerly Priority (Red) Routes, but the London Bus Priority Network would not be designated as Priority Routes.
 3. Boroughs have introduced Special Parking Areas (SPA) and enforcement of traffic regulations on the agreed bus network would be given high priority by the local authorities, taking into account the London Bus Initiative (LBI) Enforcement Service Level Agreements where applicable.
 4. Standard signing would be used in the vast majority of cases.
 5. The routes would be studied with the aim of discouraging through traffic in inner London and outer London where appropriate.
 6. The route studies and implementation of appropriate measures should be financed at no costs to local authorities.
- 3.3 The method of implementing the route studies is similar to that used on Red Routes, but with bias towards buses and with due regard for pedestrians, pedal cyclists and local servicing needs. The measures considered include bus lanes, queue relocation, bus advanced areas (pre-signals), bus gates, Selective Vehicle Detection, BUS SCOOT, SPRINT signal control techniques or traffic management measures such as changes to parking, waiting and loading restrictions and signal timing changes.

The Bus Priority Partnership

- 3.4 The Bus Priority Partnership was created in 2002 to deliver a significant improvement to bus services in accordance with the Mayor's Transport Strategy. The new partnership, which includes Boroughs, Association of London Government, Transport for London, police and bus operators, has been set up with the following objectives:
1. To recommend allocation of funds to all parties for bus priority measures.
 2. To develop and agree longer term Action Plan Programmes for bus priority works to deliver the Mayor's Transport Strategy.
 3. To review programmes, outputs and outcomes for ALL activities leading to improvement on bus services (LBPN; LBI & Enforcement; Sub-Regionals; London Buses (AVL; Countdown)).
 4. To monitor progress and expenditure incurred towards overall aims and objectives.
 5. To link with other transport schemes and initiatives e.g. interchanges and town centre improvements.
 6. To guide and support innovative measures to improve the traveling experiences as perceived by the passengers.

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- 3.5 The Bus Priority Partnership Steering Group has agreed the following spending categories for 2005/06 onwards, which demonstrably resolve the problems of unreliability and slow bus journey times:
1. Incomplete/Committed schemes
 2. Essential works for new and/or modified bus routes
 3. Pilot routes/schemes
 4. Other new schemes
 5. Mitigation measures to protect buses
 6. Review of existing schemes
 7. Feasibility studies of future programmes and schemes

4.0 London Cycle Network (LCN+) – Led by London Borough of Camden

[Source: LCN+]

Policy Context

- 4.1 The Mayor's vision is to make London a city where people of all ages, abilities and cultures have the incentive, confidence and facilities to cycle whenever it suits them. Cycling is integral to the Mayor's vision to develop London as an exemplary sustainable world city.
- 4.2 The Mayor's Transport Strategy (MTS) includes a commitment to prepare a plan to guide the development of cycling initiatives. To meet this commitment Transport for London published the London Cycling Action Plan (LCAP) in February 2004. LCAP includes a target increase in cycling of at least 80% by 2010, and 200% by 2020 when compared to year 2000 levels.
- 4.3 LCAP sets out a balanced package of measures that will help achieve the Mayor's vision and deliver all the economic, social and environmental benefits of an increase in cycling.
- 4.4 Objective 1 in LCAP is to complete the delivery of the London Cycle Network+ (LCN+) by 2009/10. This is to be a 900 Km long network of strategic routes that will provide cyclists with fast, safe and comfortable conditions.
- 4.5 This authority is committed to the implementation of LCN+ network links numbered 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 247 and 248 on land under its control (see figure in Cycling Action Plan, appendix O). We confirm that these routes and sites are safeguarded, to give protection against contrary proposals.
- 4.6 Additionally this authority commits to working with TfL's Lead Borough (London Borough of Camden, LBC) and TfL and other stakeholders to achieve this.
- 4.7 The Traffic Management Act imposes a network management duty on all local traffic authorities to secure the expeditious movement of traffic (including pedestrians and cyclists) on their road networks, and to facilitate the expeditious movement of traffic on other authorities' networks.
- 4.8 In fulfilment of its responsibility to deliver LCN+ schemes, this authority is committed to securing the expeditious movement of traffic (including pedestrians and cyclists), and will ensure a balance of network capacity and safety for all modes. Given that cyclists are particularly vulnerable road users, this borough undertakes to pay particular attention to accommodating their needs through sites where works are taking place.

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Programme

- 4.9 LCN+ is programmed to be substantially completed by 2009/10.
- 4.10 Table B.1 below is an outline programme to deliver the LCN + network over this period.

Table B.1: Delivering the LCN+ In Islington

Link Number	Crisp Study (yr)	Works commence (yr)	Works complete (yr)
106 (part) Crouch Hill to Holloway Rd	2004/05	2005/06	2006/07
106 (part) Holloway Rd to Hungerford Rd	2006/07	2007/08	2008/09
108 (part) city boundary to Skinner St			2004/05
108 (part) Skinner St to Rock St	2005/06	2005/06	2007/08
109	2005/06	2006/07	2007/08
110	2004/05	2005/06	2006/07
111	2004/05	2006/07	2006/07
112	2006/07	2007/08	2007/08
113	2004/05	2006/07	2006/07
114	2005/06	2006/07	2006/07
115	2006/07	2007/08	2007/08
247	2006/07	2007/08	2007/08

Process

- 4.11 The LCN+ programme for the London Borough of Islington will be developed with our officers and the LCN+ team at LBC.
- 4.12 In order to ensure that the LCN+ network requirements are to be met, the individual scheme proposals will be initiated through the Cycle Route Implementation Stakeholder Plan (CRISP) process. This is a feasibility assessment on an LCN+ link that is intended to support this borough in scheme planning, programming, design and implementation by engaging stakeholders at an early stage. Using information gathered on existing conditions, opportunities and constraints, the CRISP assessments will recommend strategic solutions on each link. This borough is committed to use the CRISP process.
- 4.13 Additionally, this borough is committed to ensuring that schemes are designed in accordance with the TfL's London Cycling Design Standards (LCDS).
- 4.14 In pursuance of this commitment, this borough will send scheme design proposals to TfL's Lead Borough (LBC) for checking using the 'LCN+ Design Check Procedure'.
- 4.15 All the links within the LCN+ network will have been subject to a CRISP assessment by 2007/08.
- 4.16 This borough commits to using existing and new processes that may be developed to support the delivery of this programme, including for example: the Monthly Monitoring (MM) reporting forms and the variation pro-forma, for network and scheme change control.
- 4.17 This borough commits to using road safety audit procedures on cycling schemes.

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Monitoring and Performance

- 4.18 Delivery of LCN+ by 2009/10 is a key task in LCAP as a contributor to the achievement of the LCAP objective of an 80% increase in cycling in London.
- 4.19 Progress on the LCN+ programme will be measured by:
- the number of CRISP assessments completed
 - schemes designed and ready for implementation
 - additional route length delivered
- 4.20 A method for measuring additional route length (based on measures of level of service) is being developed by TfL.
- 4.21 The above is reported through the LCN+ Annual Report produced for TfL by LB Camden.
- 4.22 Another action arising from LCAP is the need to support highway authorities to maintain cycling routes and facilities to give confidence and demonstrate the long-term commitment of TfL. A pilot asset management initiative was undertaken in 2004/05 and this will be reviewed and developed further in 2005/06.

5.0 The London Lorry Control Scheme

[Source: ALG]

Summary

- 5.1 The London Lorry Control Scheme (LLCS) is an environmental measure that restricts the movement of heavy goods vehicles during the night-time and at weekends. The LLCS was established through the Greater London (Restriction of Goods Vehicles) Traffic Order 1985, an environmental control measure to stop unnecessary lorry movements disturbing the peace of Londoners at night and weekends. It is enforced by the ALG on behalf of 32 London boroughs. The control applies to vehicles over 18 tonnes in weight. Any vehicles in that category must make the fullest use of a prescribed set of roads when travelling in London at the times the traffic order is in force.

How the scheme operates

- 5.2 The ALG maintains the scheme, issuing permits to those lorry operators with essential business in London (around 56,000 permits per year) and provides assistance to lorry operators with information on routing. Operators are allowed to use a specific route network and this is publicised by the ALG in the form of the exempt route network. The permit system requires operators to register and confirm that they understand the requirements the scheme imposes on them if they want to make journeys at times when the control is enforced. For their part the operators have indicated a preference that the implementation of the rules is standard across the capital. It is this consistency that allows it to be effective as well as the fact that the operators do not need to liaise with a multitude of authorities. A team of enforcement officers operate through the ALG to ensure compliance and currently prosecutes about 2,000 offences under the ban each year.
- 5.3 There is also a complaints 'hotline' which any member of the public can ring to report any night time and weekend lorry disturbance.

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- 5.4 The London Lorry Control Scheme was decriminalised under the provisions of the London Local Authorities and Transport for London Act 2003. Individual boroughs attempting to provide this service would have to issue their own permits or not enforce. Part of the process would require the enforcing authority to offer route guidance and establish a protocol with other boroughs to ensure fairness in dealing with drivers who could receive multiple PCNs making one London journey. Therefore, boroughs are able to benefit from one coordinated approach through the ALG. Penalty charges are set at £500 for operators and £100 for drivers with a 50% discount for payment within 14 days.

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APPENDIX C LEGAL FRAMEWORK TO LOCAL IMPLEMENTATION PLAN DEVELOPMENT

1.0 Introduction

- 1.1 The purpose of this appendix is to outline the legal framework within which Islington's LIP has been developed. The text in italics below has been quoted word-for-word from Transport for London's LIP Guidance, and explains the legal requirements of the London boroughs in developing their LIPs.

2.0 LIP Legal Framework

Introduction

- 2.1 The following is a brief summary of the legal framework in relation to Local Implementation Plans and the setting of Targets. All references are to the Greater London Authority Act 1999, unless stated.

Local Implementation Plans

- 2.2 The Mayor's Transport Strategy provides the policy framework for a number of bodies, including the London Borough Councils and the Common Council (called collectively the London Authorities).
- 2.3 The Greater London Authority Act 1999 provides that the London Authorities must implement the Strategy in two ways.
- 2.4 First, in exercising any function the London Authority must 'have regard to the transport strategy' (section 144). The Mayor may also issue guidance about the implementation of the Strategy to London Authorities (section 144(2)) which they must have regard to in exercising any function (section 144(3)). It is pursuant to this power that the current Guidance has been prepared.
- 2.5 Secondly, 'as soon as reasonably practicable' after the Mayor has published the Transport Strategy, each London Authority is required to prepare a Local Implementation Plan (LIP) (section 145).
- 2.6 The LIP sets out its proposals for the implementation of the Transport Strategy in the London Authority's area. In particular, it must contain:
- a timetable for implementing the different proposals in the plan; and
 - the date by which all the proposals in the plan are implemented (section 145(3)).
- 2.7 In preparing a LIP each London Authority must consult:
- the relevant Police Commissioner or Commissioners;
 - Transport for London;
 - such organisations representative of disabled persons as the council considers appropriate;
 - each other London Borough council whose area is, in the opinion of the council preparing the local implementation plan, likely to be affected by the plan; and
 - any other person required to be consulted by the direction of the Mayor.
- 2.8 Each London Borough Council must submit the LIP for the Mayor's approval (section 146(1)).

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- 2.9 The Mayor cannot approve a LIP unless he or she considers that:
- it is consistent with the Strategy;
 - that the proposals contained in the LIP are adequate for the purposes of the implementation of the Strategy; and
 - that the timetable for implementing the proposals and the end date by which the proposals are implemented are adequate (section 146(3)).
- 2.10 The Mayor may also issue directions to the London Authorities under section 153. The London Authorities 'shall comply with any direction'. A direction may cover any matter relating to how a London Authority exercises its LIP functions.
- 2.11 Directions can be general or specific and may cover such matters as:
- the timetable for completing or revising a LIP;
 - the bodies or persons that must be consulted in preparation of a LIP;
 - timetables and dates within the LIP;
 - actions to be taken to implement the proposals in the LIP; and
 - steps to be taken to remove the effects of an action which is incompatible with the proposals in the LIP (section 153(2)).
- 2.12 The Mayor has extensive powers to prepare the LIP if an Authority fails to prepare one that is in his or her opinion adequate (section 147). The Mayor can recover the cost of doing so from the London Authority as a civil debt (section 147). Also, where the Mayor considers that the London Authority has failed 'or is likely to fail' to implement any proposal within the LIP he can exercise on behalf of the London Authority its powers and recover the costs of doing so (section 152).
- 2.13 The Act states that a London Authority may revise its LIP at any time and must consider the need to do so when the Transport Strategy is revised (section 148).

Targets

- 2.14 Section 41(9) of the Act provides that the Mayor shall from time to time set such targets with the respect of the implementation of any strategy...as he may consider appropriate, having regard to:
- (a) any related targets or objectives set nationally;
 - (b) any performance indicators set by the Secretary of State, whether nationally or locally;
- and in setting any such targets the Mayor shall seek to ensure that they are no less demanding than any related targets or objectives set nationally.
- 2.15 In addition, when implementing any Strategy, the Mayor must have regard to:
- (c) the need to ensure that the strategy is consistent with national policies and with such international obligations as are notified by the Secretary of State;
 - (d) the need to ensure the Strategy is consistent with other Mayoral Strategies;
 - (e) the resources available for the implementation of the Strategy;
 - (f) the desirability of promoting and encouraging the use of the River Thames safely, in particular for the provision of passenger transport services for the transportation of freight. (section 41(5)).
- 2.16 There is no statutory requirement to consult on targets.

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APPENDIX D POWERED TWO-WHEELER

POLICY STATEMENT

1.0 Introduction

- 1.1 Islington Council's Unitary Development Plan (UDP), Air Quality Action Plan (AQAP) and past transport policies have treated motorcycles, scooters and mopeds - collectively known as powered two-wheelers (PTWs) – as general motor vehicles. This means that no policies have been developed previously to specifically encourage or discourage use of PTWs. However, it is clear that PTWs have unique problems as well as benefits when compared to conventional cars and vans, and with the recent increase in PTW use it has become necessary to document the council's policy on PTWs as part of this Sustainable Transport Strategy. This appendix therefore provides a council policy statement and some background information on PTWs.

See chapter 4 for a concise summary of the council's proposal to provide parking for PTWs where necessary

- 1.2 Overall, the council still treats motorcycles, scooters and mopeds as commuter vehicles and therefore works to reduce their use. Thus, in contrast to the Cycling Action Plan and the Walking and Accessibility Action Plan that are included as stand-alone appendices to this strategy, this PTW policy statement should not be seen as an action plan for increasing use of PTWs. It merely identifies issues that are specific to PTWs and documents what the council is doing and will do to address these issues. It is also provided as a basis for consultation with PTW users and the organisations that represent them.

2.0 Background

- 2.1 There are over 1.5 million motorcycles, mopeds and scooters - collectively known as powered two-wheelers (PTWs) – currently in use in the UK.ⁱ 161,000 motorcycles were registered for the first time in 2003, fewer than in the five previous years. Scooters and sports motorcycles are the most popular types of new motorcycles. However, PTWs represent a small proportion of travel in London – about 2 per cent of traffic across London in 1999.ⁱⁱ However, during the first six months of the London Congestion Charging scheme, motorcycle activity in central London rose by 20%.ⁱⁱⁱ

- 2.2 The following facts have been compiled about powered two-wheelers:

- motorcycle traffic has increased by an estimated 49% between 1993 and 2003 across the UK
- motorcycles travelled around 5.6 billion vehicle kilometres in 2003 nation-wide^{iv}
- motorcycle traffic is highest in the summer months and lowest in winter^{iv}
- there is a higher proportion of work-related motorcycle trips in London than in the rest of the country^v
- motorcyclists make most journeys during the week – large motorcycles travel further on average than smaller vehicles^{vi}
- motorcyclists made fewer trips a week on average in 2003 than they did in 1985-86; however, the distance travelled and the time spent travelling on those trips has increased over the same period^{iv}
- the average speed of motorcycles is similar to that of cars on all types of road^v

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- 2.3 PTWs can be a more flexible and efficient way of travelling than cars and vans. However, PTWs can also cause more nuisance and pollution than conventional motor vehicles. Issues such as noise, air pollution, vehicle theft and anti-social behaviour are discussed later in this appendix.

European, National and London-wide Policy Context

- 2.4 A number of policy documents within London, the UK and Europe have considered PTW issues. These include:

- European Union Directive 97/24/EC
- European Union Directive 2002/24
- UK Transport Act 2000
- UK Department for Transport's Full Guidance on Local Transport Plans, 2nd edition
- UK Government's Motorcycling Strategy, February 2005
- Mayor's Transport Strategy, June 2001
- Mayor's Air Quality Strategy, September 2002
- Mayor's Ambient Noise Strategy, March 2004
- London's Road Safety Plan, November 2001

Key PTW Issues

- 2.5 A review of the policies above highlight a number of key issues around the use of PTWs. The following issues are discussed in turn below:

- air pollution
- noise
- road safety
- traffic congestion
- PTW use of bus lanes
- parking and theft

Air Pollution

- 2.6 The **Mayor's Air Quality Strategy** (4D.72) states that motorcycle emissions do not impact heavily on overall air quality because there are relatively few motorcycles in use:

'Motorcycles make a very low overall contribution to road traffic pollution because of the relatively low numbers in operation in London. They currently contribute 0.1 per cent of NOx emissions and 0.6 per cent of PM10 emissions occurring in Greater London, for 2.1 per cent of the vehicle kilometres travelled. However, motorcycles tend to be more prevalent in central London, and therefore have a greater impact – 0.2 per cent of NOx emissions and 1.4 per cent for PM10, for 5.4 per cent of the vehicle kilometres travelled. This contribution would increase if the proportion of motorcycles increases.'

- 2.7 But the strategy points out that individually, motorcycles do not necessarily perform better on emissions than cars:

'It is often assumed that encouraging motorcycles is good for air quality because they use less fuel, are generally less constrained by congestion and spend less time covering the same distance than a car. This is not necessarily so as regulation of motorcycle emissions lags behind that for cars and, therefore, motorcycles are often more polluting than cars for the same distance travelled.'

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POLICY STATEMENT

2.8 The Government's Motorcycling Strategy echoes this message:

'On average, the emissions performance of motorcycles compares favourably with that of cars, although on an individual basis this assessment is dependent on the pollutant under consideration, the type of motorcycle and the way it is ridden. However, the total level of urban emissions from motorcycles is minimal compared to other traffic sources. In 2003 NOx emissions from motorcycles were estimated to be 0.97 kilotonnes (kT) compared to a total of 450.35 kT from road transport; for HC motorcycle emissions were 12.73 kT against a total of 275.63 kT from road transport.'

2.9 Emission standards for PTWs are relatively recent, and only apply to new vehicles and model types. EU Directive 97/24/EC established the first emission standards for motorcycles and mopeds, as well as tricycles and quadricycles, which came into effect in 1999. In March 2002, EU ministers took additional steps to agree a new set of emission limits under a proposed new directive (2002/24). This directive raised the existing standards in two stages, one which came into effect in 2003 requiring better engine efficiency and exhaust treatment, and the other coming into effect in 2006/07 to bring motorcycle emissions up to the current Euro Standards that apply to new cars. These limits are shown in table D.1.

Table D.1: Summary of PTW Emission Limits

Date	Engine size	Emission limits (g/km)		
		CO	HC	NOX
Limits effective from 1999 ^A	Two-stroke	8.0	8.0	0.1
	Four stroke	13.0	3.0	0.3
Limits effective from 2003 ^B	< 150cc (class I)	5.5	1.2	0.3
	> 150cc (class II)	5.5	1.0	0.3
Limits effective from 2006 ^B	< 150cc (class I)	2.0	0.8	0.15
	> 150cc (class II)	2.0	0.3	0.15

Source: The Mayor's Ambient Noise Strategy, March 2004

2.10 Based on the air pollution policy context, this Sustainable Transport Strategy establishes a policy that Islington Council 'will work to improve air quality by reducing transport-related air pollution generated in Islington' (policy G4). Based on the available research, the council does not see an increase in PTW use generally as a positive step towards achievement of this policy. However, the council is supportive of increased use of electric scooters (and cleaner-fuel vehicles generally), as they create far less pollution than conventional PTWs, cars and vans.

Noise

2.11 PTWs are often perceived as being noisier than cars, and the sounds they make tend to be distinctive and therefore more noticeable, even when not necessarily very loud. PTWs can cause annoyance out of proportion to their numbers when the correct silencing equipment is not fitted, or is removed or tampered with after purchase, or when machines are poorly maintained or ridden at excessive speeds. One noisy machine can influence the public perception of all PTWs.

2.12 The **Mayor's Ambient Noise Strategy** states that modern motorcycles that meet standards within the EU Directive (97/24/EC) are much quieter than older models when used responsibly. Standard noise

A Directive 97/24/EC

B proposed EU Directive, emissions limits agreed by the Council of Ministers on 8 March 2002 (EC Directive 2002/24)

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test limits have been significantly reduced since the 1970s. Chapter 9 of the Directive establishes the following noise limits for new motorcycles from June 1999:

- Mopeds – 71 dB
- Up to and including 80cc engine size – 75 dB
- Between 80 and 174cc – 77 dB
- Above 175cc – 80 dB

- 2.13 However, as with the emission standards discussed above, these noise limits apply only to new motorcycles. Furthermore, enforcement against PTWs that exceed noise limits is far from adequate. According to the Mayor's Ambient Noise Strategy (Box 22), limited police resources mean that noise offences are low on the Metropolitan Police Service's list of priorities. This is illustrated by the fact that between 1 November 1999 and 30 June 2001, only 117 tickets were issued to drivers of any type of vehicle for having no silencer, failing to maintain a silencer, not stopping the engine when stationary, sounding the horn at night, sounding the horn when stationary, or causing unnecessary noise.
- 2.14 **Islington Council's UDP** does not contain any specific policies around PTW noise. However, relating to noise more generally, policy Env 17 states that 'when considering applications for new developments and changes of use, the council will seek to protect or enhance the amenities of the area. In particular:
- planning permission will not be granted to developments which cause unacceptable levels of noise, smell, smoke, air pollution, vibration, danger or other forms of disturbance or nuisance, either directly or as a result of the traffic generated by the scheme;
 - planning applications for all new development, particularly residential uses, which will be exposed to an existing or potential noise source, should demonstrate how this situation will be taken into account to protect potential occupiers...'
- 2.15 Considering the noise concerns associated with PTW use as discussed earlier in this section, development applications that have the potential to increase PTW use (i.e. PTW commuter parking) will be reviewed in light of this UDP policy.
- 2.16 Based on the noise policy context, this Sustainable Transport Strategy establishes a policy that the council 'will endeavour to reduce transport-related noise generated in Islington' (policy G3). Unfortunately, within the current national policy context and taking into account PTW design and enforcement levels, the council cannot encourage use of PTWs (aside from electric scooters) and contribute towards its policy to reduce noise.
- Road Safety**
- 2.17 Motorcyclists represent a large proportion of road casualties in relation to their numbers. Although they make up less than 1% of road traffic, they make up 16 per cent of deaths and serious injuries. The relative risk of a motorcycle rider being killed or seriously injured per kilometre travelled was almost 50 times higher in 2003 than for car drivers.
- 2.18 The number of motorcycle riders killed or seriously injured in Islington in 2003 (46) was 13% higher than the average for 1994-98 (31.8). The biggest increases took place amongst those aged below 20 or between 35 and 69. However, in 2004/05 there were 33 people killed or seriously injured while operating PTWs, and it is hoped that with further road safety education, training efforts and engineering works, this downward trend in PTW casualties will continue.

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- 2.19 As discussed in chapter 4 of the Sustainable Transport Strategy, the council will include PTW users in the road safety education programme to help address these PTW road safety concerns. Chapter 3 of this strategy establishes a policy that the council 'will continue to explore and implement measures to reduce driving at dangerous speeds, especially in residential, shopping and school areas' (policy SA2), and 'will continue to raise awareness of road dangers and promote safer behaviour, especially to protect vulnerable road users' (policy SA5).

Traffic Congestion

- 2.20 The Department for Transport commissioned a research project to explore the consequences of increased motorcycle use on traffic congestion on urban roads and the associated environmental and safety effects. This report, from the Advisory Group on Motorcycling, was entitled "Final Report to Government, 2004: First studies of the congestion implications of increased motorcycle use". It was quickly apparent that this is an under-researched area compared to many other aspects of transport.
- 2.21 This initial study established that
- there were benefits for those who switched from other modes to motorcycling, taking advantage of motorcycles' abilities to bypass queues and reduce journey times
 - where public transport use was relatively low, transfers to motorcycle were likely to come mostly from cars, leading to reduced levels of congestion
 - where public transport use was high (e.g. in central London), most of the transfers were likely to come from public transport, leading to no overall reduction in traffic congestion generally
 - the overall environmental impact of a switch to motorcycling was estimated to be minimal for any realistic level of transfer, due to motorcycles only contributing a small part of the total pollution
 - without additional safety measures, a transfer to motorcycles would be likely to increase casualties
- 2.22 As part of its network management duty under the Traffic Management Act 2004, the council will continue to monitor research into the effects of PTW use on traffic congestion.

PTWs in Bus Lanes

- 2.23 Motorcycling organisations have argued that if they were allowed to use bus lanes, the safety of both motorcyclists and other road users, especially pedestrians, would be improved. However, cyclists or bus operators do not share this view. They suggest that the presence of PTWs in bus lanes would serve to discourage cycling, as their high speeds, high levels of noise and sometimes high levels of air pollution, would force cyclists out of bus lanes. By giving PTWs access to bus lanes the current number of PTWs using bus lanes would soar, which would in turn further discourage cycling.
- 2.24 Transport for London released a report in November 2004 entitled "Powered Two-Wheelers in Bus Lanes: Progress on experiments", which measured the effects of allowing PTWs into bus lanes in three trial sites in London. The report concluded that further consideration of casualty data was needed in order to make a more robust assessment of the impacts of the trials. The report has examined casualty data for a period of 18-months both "before" and "after" the trials were introduced, and it has been decided to continue the trials for a further 18 months to enable 36 months of casualty data to be collected.

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- 2.25 This Sustainable Transport Strategy establishes policies to ‘increase cycling by making Islington’s streets more ‘cycling-friendly’’ (policy G10), places cyclists very high in the road user hierarchy (policy E1), and includes users of PTWs in the ‘other road user’ category of the road user hierarchy (other than cleaner-fuel vehicles such as electric scooters). Thus, the council does not currently support moves to allow PTWs to use bus lanes in Islington, with the possible exception of electric scooters.
- 2.26 This position will be reviewed once the final outcome of the TfL study is known.

Parking and Theft

- 2.27 Perhaps the biggest concern to motorcycle users is the lack of secure parking facilities and equipment storage points, which can lead to theft. The lack of dedicated motorcycle parking is a clear discouragement to motorcycle use. PTWs take up much less space than cars and can therefore be accommodated relatively easily in both new and existing car parks.
- 2.28 PTW theft is not only a serious concern for the owners of these vehicles, but also for local residents and the general public due to the frequent anti-social and dangerous use of stolen motorcycles and scooters. The most significant issues are noise and misuse of pedestrian and cycle facilities.
- 2.29 The Transport Act 2000 gave local authorities powers to install secure parking devices on streets and in car parks. Previously there had been concerns that such devices could have constituted unlawful obstructions in the highway. Local authorities now have unambiguous powers to provide secure parking for PTWs, thereby helping to reduce the high level of theft.
- 2.30 The Mayor’s Air Quality Strategy (proposal 24) set up the London Motorcycle Working Group to enhance and extend the provision of parking for motorcycles and mopeds, particularly in areas of high demand.
- 2.31 Islington Council considers PTW parking issues when installing new Controlled Parking Zones (CPZs) or reviewing an existing one. If consultation reveals that PTW parking in the zone is inadequate to satisfy demand, then suitable locations for additional PTW parking is sought. If adequate funding is available, secure parking is installed. The council charges £35 per annum for a motorcycle parking permit, which is about one-third the cost of a residential parking permit for a car or van.

3.0 Advantages and Disadvantages of PTW Use

- 3.1 The discussion above has been summarised in table D.2.

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Table D.2: Advantages and disadvantages of PTW use

Issue	Advantages of PTWs	Disadvantages of PTWs
Air quality	<ul style="list-style-type: none"> relatively low overall contribution to air pollution due to relatively small proportion of PTWs motorcycles are five times better than cars for NOx 	<ul style="list-style-type: none"> motorcycles are on average seven times worse than cars for PM10, four times worse for CO and eight times worse for hydrocarbons
Noise	<ul style="list-style-type: none"> PTWs that are designed according to current EU noise limits are much quieter than older PTWs 	<ul style="list-style-type: none"> most motorcycles are exempt from the EU noise limits for new motorcycles there is virtually no enforcement of PTW noise
Road safety		<ul style="list-style-type: none"> motorcyclists are at a much greater risk of death or serious injury than other road users
Congestion	<ul style="list-style-type: none"> PTWs contribute very little to traffic congestion in London PTW users benefit from the ability to bypass queues and reduce journey times 	<ul style="list-style-type: none"> in cities like London where a significant proportion of travel is by public transport, an increase in PTW use does not reduce traffic congestion
PTWs in bus lanes	<ul style="list-style-type: none"> use of bus lanes may improve safety for PTW users 	<ul style="list-style-type: none"> would discourage cycling due to PTWs' relative high speeds, noise and air pollution
Parking and thefts	<ul style="list-style-type: none"> PTWs occupy less parking space than cars or vans 	

4.0 Sustainable Transport Strategy Policies

4.1 Based on the policy context, issues and data presented above, and throughout this Sustainable Transport Strategy, the following policies relevant to powered two-wheelers were established in chapter 3:

- SA1 Casualty reduction:** We will design council traffic schemes to ensure that the safety of all road users, particularly vulnerable road users, is paramount
- SA2 Speed reduction:** We will continue to explore and implement measures to reduce driving at dangerous speeds, especially in residential, shopping and school areas
- SA3 Traffic reduction:** We will make Islington's roads safer and less congested by reducing non-essential motor vehicle journeys, especially in residential, shopping and school areas

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- SA5 Road safety education:** We will continue to raise awareness of road dangers and promote safer behaviour, especially to protect vulnerable road users
- G2 Greener commuting:** We will seek to reduce motor vehicle commuting into the borough where alternatives exist
- G3 Quieter streets:** We will endeavour to reduce transport-related noise generated in Islington
- G4 Cleaner air:** We will work to improve air quality by reducing transport-related air pollution generated in Islington
- G10 Cycling-friendly streets:** We will increase cycling by making Islington's streets more 'cycling-friendly'
- E1 Balancing demands:** We will balance competing demands for Islington's limited space to make transport more efficient, giving priority to pedestrians and people with mobility difficulties, then cyclists, then users of public transport, then delivery vehicles, then users of cleaner-fuel vehicles, then other road users
- E10 Fair and effective parking enforcement:** We will ensure that parking regulations are firmly and fairly enforced

4.2 In addition, the following proposal specifically focusing on PTWs was established in chapter 4:

Prop TW1 We will provide secure parking for powered two-wheeled vehicles where necessary, to help reduce PTW theft and anti-social PTW use particularly in residential areas

5.0 Conclusion

5.1 There are advantages and disadvantages in promoting increased use of powered two-wheeled vehicles such as motorcycles, scooters and mopeds. However, promotion and facilitation of walking, cycling and public transport use will yield far greater advantages for individuals and for the wider community than even electric scooters, which are possibly the cleanest and quietest form of private motorised transport. However, while not trying to encourage wider take-up of PTWs, Islington Council will continue to work to improve road safety for PTW users, and to provide secure parking for PTWs.

References

- i Transport Statistics Bulletin, *Compendium of motorcycling Statistics*, October 2004
- ii Mayor of London, *The Mayor's Transport Strategy*, 2001
- iii Transport for London, *Congestion charging, update on scheme impacts and operations*, 2004
- iv Transport Statistics Bulletin, *Compendium of motorcycling Statistics*, October 2004
- v Motorcycling Action Group, *Motorcyclists and the Local Implementation Plan*, 2005
- vi Institute for Transport Studies, University of Leeds, *Differences between London motorcyclists and those from the rest of the UK*, 2004
- vii Department for Transport, *Road Safety Research Report No. 54*, November 2004

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APPENDIX E TRANSPORT DUTIES AND RESPONSIBILITIES IN ISLINGTON

The table below provides a guide as to which bodies are responsible for different aspects of Islington's transport environment. All abbreviations are listed at the beginning of the strategy.

Service / Activity	Responsible Body
Accessibility	
Accessibility improvement schemes	LB Islington / TfL
Footway faults	LB Islington / TfL
Obstruction on the highway	LB Islington / TfL
Overhanging vegetation	LB Islington / TfL
Ramps on the public highway	LB Islington / TfL (licences are required)
Accident Analysis	
Traffic accident and casualty data collection	The MPS record and process the details of all personal injury accidents. The data is further processed and analysed by the LRSU
Accident analysis	Broad, comparative London-wide analysis is conducted by the LRSU. Local accident patterns are analysed in detail by Islington Council as part of its Accident Investigation Programme
Accident Investigation Programme (AIP)	An Islington Council programme generating local safety schemes
Local safety schemes	Islington Council / TfL
Boundary Agreements	
Road maintenance	Where a borough boundary runs down the middle of a road, responsibility for the whole width of the road can be allocated to one authority by agreement. Islington's neighbouring authorities are the London Boroughs of Camden, Hackney and Haringey and the Corporation of the City of London.
Highway schemes	Scheme development is usually led by one of the above authorities, in consultation with the other(s)
Bridges	
Bridge maintenance	Depends on ownership of the bridge structure
Bridge strengthening	Depends on ownership of the bridge structure
Bus Services	
Bus operations	LBSL Franchise Operators
Advance travel and ticket information	LBSL
Bus accessibility information	TfL, LB Islington, PlusBus
Bus service information	LBSL
Bus timetables	LBSL
Bus maps	LBSL
'Countdown', real-time bus arrival information	LBSL (The system is due to be replaced from 2006)
Bus shelters	LBSL together with TfL / LB Islington
Lost property	Local bus garage for the bus route
Other travel information	LBSL information line and TfL website

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Service / Activity	Responsible Body
Bus priority schemes	TfL / LB Islington
Bus stop accessibility improvements	TfL / LB Islington
Canal Facilities	
Towpath	British Waterways Board
Cycle path	British Waterways Board
Life belts	British Waterways Board
Dumping	British Waterways Board
City Car Clubs	
various private operators	LB Islington
Construction	
Management and co-ordination of works	LB Islington
Construction and Design Management	LB Islington (under CDM Regulations)
Temporary works signing	LB Islington / TfL
Consultations	
See individual consultation leaflets	
Cross-overs	
New cross-overs	LB Islington / TfL
Cycling	
Cycling policy	GLA/TfL, LB Islington
Cycle maps	TfL
Cycling schemes, lanes, routes, crossings, parking facilities	LB Islington / TfL
Cycle training	LB Islington
Cycling promotion	LB Islington
Enquiries	
Transport for London	Switchboard - 020 7941 4500
London Borough of Islington	'Contact Islington' - 020 7527 2000
Environment	
Air quality management / air pollution monitoring	LB Islington
Low emission zone	GLA
Noise measurements	LB Islington
Vibration measurements	LB Islington
Parks Management	LB Islington
Freight	
Freight policy	GLA/TfL, ALG, LB Islington
London Lorry Control Scheme (LLCS)	A London-wide lorry control strategy managed by the ALG with borough assistance, and enforced by the Police
Local area lorry bans	Implemented by LB Islington; enforced by the Police
Freight Quality Partnerships (FQPs)	LB Islington is planning to set up a FQP, possibly including neighbouring local authority areas

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Service / Activity	Responsible Body
Green Travel Plans	
Sustainable transport policy	GLA/TfL, LB Islington
Islington Council's Green Travel Plan	LB Islington
School travel plans	LB Islington in conjunction with local schools
Workplace green travel plans	Local businesses, with the encouragement and assistance of LB Islington and TfL
Highway Management	
Transport for London Road Network (TLRN)	Roads managed, maintained and operated by TfL (see list in chapter 2)
Borough Principal Roads	Roads managed, maintained and operated by LB Islington, including SRN roads and 'A Roads and Busy Bus Routes' (see list in chapter 2)
Strategic Road Network (SRN)	A sub-set of borough principal roads established by the Traffic Management Act 2004, which requires local authorities to notify and obtain approval from TfL for all schemes affecting SRN roads (see list in chapter 2)
'A Roads and Busy Bus Routes'	A sub-set of borough principal roads established by TfL's LIP Guidance, consisting of those principal roads that are not included in the SRN (see list in chapter 2)
Local roads	Non-principal roads managed, maintained and operated by LB Islington, including the B-roads, C-roads and other local distributor roads listed in chapter 2
Private roads	Roads not publicly maintained and therefore not part of the public highway
Highway Improvements	
Carriageways / roads	LB Islington / TfL
Footways, dropped kerbs, cross-overs, guard-railing, street furniture, signage	LB Islington / TfL
Highway Works	
Road and footway maintenance	LB Islington / TfL
Road and footway works, temporary road closures and diversions	LB Islington, TfL and statutory undertakers
Interchanges	
Station accessibility improvements	SRA, TOCs, TfL, LUL and LBSL
Licensing	
Shop signage and A-boards, tables and chairs on the footway	LB Islington / TfL
Enforcement of licence conditions	LB Islington / TfL
Lighting	
Street and path lighting	LB Islington / TfL
Belisha Beacons on zebra crossings	LB Islington / TfL
Illuminated bollards and signs	LB Islington / TfL

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Service / Activity	Responsible Body
Parking, Waiting and Loading	
Parking policy	LB Islington / TfL
Parking, waiting and loading restrictions on borough roads	LB Islington
Controlled Parking Zones (CPZs)	LB Islington
Arsenal match-day parking controls	LB Islington
Parking, waiting and loading restrictions on TLRN / 'red routes'	TfL
Parking enforcement	LB Islington / TfL
Pedestrian Crossings	
Zebra, pelican, puffin and toucan crossings	LB Islington / TfL
Signalised junctions	LB Islington / TfL
Public Transport	
Public transport policy	GLA/TfL, LB Islington
Public transport information	TfL (020 7222 1234), rail companies
Public transport interchanges	LB Islington, TfL, LUL, SRA, TfL
Public Utility Works	
See Statutory Undertakers	
Rail Services	
Track operators	Network Rail
Rail operators	Silverlink Metro, WAGN
Rail service information and timetables	Network Rail, TOCs
Railway maps	SRA, TfL, TOCs
Travel information for London	TfL at www.tfl.gov.uk , 020 7222 1234
Accessibility information	SRA, Network Rail, TfL
London Underground	see Underground
Road Maintenance	
See Highway Works	
School Travel	
School crossing patrols	LB Islington
School travel plans	LB Islington in conjunction with local schools
'Walking School Buses'	LB Islington in conjunction with local schools
'Walk to School Week'	LB Islington in conjunction with local schools
'Islington Junior Citizen Scheme'	LB Islington in conjunction with local schools, the MPS, LFCDA, LAS, LUL and local London bus operators
'Kerbcraft' training, 'Safer Steps', practical pedestrian training and cycle training	LB Islington

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Service / Activity	Responsible Body
Signing	
Primary route direction signing	TfL
Secondary routes	LB Islington / TfL
Tourist signing	LB Islington / TfL
Pedestrian signs	LB Islington / TfL
Islington 'Wayfinding' boards	LB Islington
Street name signs	B IslingtonSpeed Reduction Measures
Speed management policy	LB Islington / TfL
traffic calming (including speed humps, speed cushions and speed tables, entry treatments, width restrictions and chicanes)	LB Islington / TfL
20 mph zones and corridors	LB Islington
Statutory Undertakers	
Statutory Undertakers	Over 40 utility companies who carry out works on Islington's roads and footways to provide services such as cable TV, CCTV, drainage, electricity, gas, sewerage, telephones, water
Complaints	See the information board on site or phone LB Islington - 'Contact Islington' (020 7527 2000)
Street Cleansing	
Waste management and enforcement, street sweeping, litter and recycling bins, refuse collection (including bulky items)	LB Islington
Skip licensing, fly-tip removal (from the highway), abandoned vehicles	LB Islington / TfL
Street cleansing enquiries	LB Islington - 'Contact Islington' (020 7527 2000)
Taxis	
Taxi cab licensing	Public Carriage Office / TfL
Minicab licensing	Public Carriage Office / TfL
Traffic Analysis	
London-wide traffic counts	DfT, TfL
Local traffic counts, including cyclists and pedestrians (for some streets)	LB Islington
Public transport surveys	TfL
Public transport user surveys	TfL
Traffic speed surveys (for some streets)	LB Islington / TfL
Journey time and traffic delay surveys (for some streets)	TfL / LB Islington

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX E TRANSPORT DUTIES AND RESPONSIBILITIES IN ISLINGTON

Service / Activity	Responsible Body
Train Services	
See Rail Services	
Underground (Tube) Rail Services	
Track operators	London Underground Ltd, Intracos
Train operators	London Underground Ltd, Intracos
Advance travel and ticket information	London Underground Ltd
Accessibility information	London Underground Ltd
Timetables	London Underground Ltd
Underground maps	TfL, London Underground Ltd
Train service information	London Underground Ltd
Train arrivals and departures	London Underground Ltd
Utilities	
See Statutory Undertakers	
Walking	
Walking policy	LB Islington, GLA/TfL
Maintenance and improvements to footways, crossings, dropped kerbs and signage	LB Islington / TfL
Walking routes	LB Islington
Islington 'Wayfinding' boards	LB Islington
Walking promotion	LB Islington
See also Pedestrian Crossings	

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX F LIST OF CONSULTEES

The following organisations will be consulted on this Sustainable Transport Strategy. Please let us know of any other organisations not included in this list who may wish to provide input towards the final strategy.

Almorah Rd Community Centre
 Amwell Business Association
 Anchor Housing Association
 Angel Association
 Angel Association
 Angel Forum Planning Sub-Group
 Angel Improvement Trust
 Arbon Court TRA
 Arlington Association
 Ashby Eric Fletcher TRA
 Aubert Court Tenants' Association
 Auto Cycle Union
 Automobile Association
 Barnsbury Action Group
 Barnsbury Housing Association
 Barnsbury Road Residents Group
 Barnsbury TNA
 Barnsbury Wood Co-op
 Battlebridge Tenants Association
 Bavaria Road/Hornsey Road
 Tenants Association.
 Belitha Villas Residents Assn.
 Bemerton TA
 Bentham Court Com Centre
 Bentham Court TRA
 Bentham Estate
 Beresford Road Action Group
 Bermerton Tenants Association
 Bowerman Court Tenants Association
 British Motorcyclists Federation
 (London Region)
 British Motorcyclists' Association
 Burder Close/ Boleyn Road Tenants'
 & Residents Association
 Cally Rail Group
 Canal Boat Users Association
 Canonbury Association
 Canonbury Forum
 Canonbury Society
 Cardozo and Freegrove TRA
 Caxton House Community Centre

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX F LIST OF CONSULTEES

CEA Islington
 Central London Ambulance Service
 Central London Partnership
 Charteris Neighbourhood Tenant Co-operative
 Chetwynd & Twisden Roads Residents Association
 Clerkenwell Community Trust
 Clerkenwell Forum Planning Sub-Group
 Clerkenwell Green Association
 Cloudesley Association
 Community Transport Assoc
 Copenhagen Forum Planning Sub-Group
 Copenhagen Neighbourhood Forum
 Copenhagen Street Action Group
 Corporation of London
 Crouch Hill Community Centre
 Culpeper Community Garden Association
 Cummings Estate TRA
 Cummings Estate TRA
 Cyclists' Touring Club
 Dartmouth Park CA Advisory Committee
 Douglas Road Association
 Ellington Street Residents Assn.
 Ellington Street Residents' Association
 Elthorne Forum Planning Sub-Group
 Elthorne Neighbourhood Forum
 F E Thorpe & Sons
 Federation of Islington Tenants Association
 Finsbury Park Community Trust
 First Capital
 First Group
 Fonthill Road Traders' Association
 Freight Transport Association Ltd
 Friends of the New River Walk TRA
 Gifford, Rufford & Randalls Residents Association
 Gillespie Neighbourhood Forum
 Girdlestone Estate Tenants Association
 Greater London MAG
 Greenpeace
 Groundwork Camden Islington
 Guinness Trust Regeneration Office
 Gulland Walk & Red House Sq
 Hackney Community Transport
 Holiday House TA
 Hanley Crouch Community Association
 Hargrave Hall Community Association
 Harvist Road Tenants' Association
 Hathersage Residents' Association
 Hemingford Road Association
 Highbury Community Association
 Highbury Fields Association
 Highbury Green News
 Highbury Roundhouse
 Highbury Terrace Mews Residents Association
 Highbury Vale Neighbourhood Forum
 Hilldrop Area Community Association
 Holloway Neighbourhood Group
 Holloway Tenants Co-op
 Hornsey Lane Estate Community Centre
 Huntingdon & Crescent Street Residents Assn.
 Isledon Village Tenants/Residents Assoc.
 Islington Ambulance Service
 Islington and Shoreditch Housing Association
 Islington Chamber of Commerce & Trade Ltd
 Islington Conservation Advisory Committee
 Islington Cyclists Action Group
 Islington Cyclists' Action Group
 Islington Friends of the Earth
 Islington Motorcycle Action Group
 Islington Park Walk Action Committee
 Islington Peoples Rights
 Islington Primary Care Trust (PCT)
 Islington Society
 Islington Transport Aware
 John Spencer Square Management Group
 Joint Committee on Mobility for Disabled People
 Joseph Trotter Tenants' Association
 King's Corner Project

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX F LIST OF CONSULTEES

King's Cross Action Group	New Islington and Hackney Housing Association
Kings Cross Community Development Trust	Newington Green Action Group
Kings Cross Partnership	Newington Green Improvements project
King's Cross Railway Lands Group	Newington Green Mansions TRA
Leaseholders / Freeholders Association	Newington Green Traders
LFEPA	Northampton Square Residents' Association
Licensed Taxi Drivers Association	Northchurch, Ecclesbourne, Elmore TRA
Licensed Taxi Drivers' Association	Owner Drivers' Society
Liverpool Road Residents Assn.	Packington Street Association
Living Streets	Papworth Gardens Tenants' Association
London and Home Counties MAG	Partnership Focus Desk
London Borough of Camden	Patchwork Community Housing Association
London Borough of Hackney	Patrick Coman Tenants' Association
London Borough of Haringey	Peabody Estate Office
London Buses	Pedestrian's Association
London Canal Museum	Penn Road Residents Association
London Cycling Campaign	Petherton Road RA
London Fire Service	Popham Estate TRA
London Transport Users Committee	Popham Rd and Parker Court TRA
London Underground	Priory Green TA
London Walking Forum	Public Affairs Section
Lonsdale Square Society	Quadrant Neighbourhood Forum
Lough Road Communities Association	RAC Motoring Services
Lower Barnsbury Street Residents Assn.	Regenerating Mildmay
Lower Hilldrop Tenants' Association	Richmond Avenue/Crescent Residents Assn.
Lower Holloway Residents Association	Ripplevale Assn.
Marquess Area 2 TRA	Road Haulage Association
Mayville Community Centre	Roman Way Shops & Services Group
Mayville Tenants' Association	Rosetower Forum Planning Sub-Group
McKindoe Court TRA	Rosetower Neighbourhood Forum
Metroline	Royal Mail Mount Pleasant Mail Centre
Metropolitan Police	Samuel Lewis Housing Trust
Mildmay Grove Residents' Association	Shakespeare Residents Association
Mildmay Neighbourhood Forum	Shian Housing Association
Mildmay South Tenants' Co-op	South Cally Community Association
Mitchison Rd RA	Spa Green Management Organisation
Nag's Head Community Trust	St Pauls Rd Traffic Action Group
Naish Court Residents' Association	St Pauls Steiner Project
National Market Traders Federation	St Peters Group

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX F LIST OF CONSULTEES

St. Mary Magdalene Association
St.Paul's Conservation Society
Stagecoach East London
Stagecoach in Oxford
Streets affected by Through Traffic
Sustrans
Sutton Housing Trust
Tavistock Terrace Residents' Association
Taxis – Public Carriage Office
TGWU-Woodberry
The Factory, Mildmay
The Islington Society
Theberton Street Assn.
Thornhill Neighbourhood Project
Thornhill Square Assn.
Thorpes
Tollington Neighbourhood Forum
Tollington Park Action Group
Transport for London
Turkish Cypriot Community Association
Upper Street Association
Urban Design & Streetscape
West Anglia Great Northern Railway Ltd
(WAGN)
Whittington Agenda 21 Group
Whittington Park Community Association
Willow Bridge Road Association
Woodbridge Tenants Association

all schools in Islington